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Notes:

Job Name: Images

Job ID: D3C5AEE0

RDoD03010609

MEMORANDUM FOR 9/11 COMMISSION

Attn: Mr. Huddleston

FROM: Air Force Rescue Coordination Center

SUBJECT: Request for additional items during Langley Visit

1. On 6 October 2003 during the commissions visit and discussion of the Search and Rescue events surrounding the 9/11 disaster you requested several follow pieces of information. The following information and explanations is provided in support of that request.

a. An operations plot (historical ELT data search) was requested from the United States Mission Control Center using the following parameters.

Date of request 9/11/01

Time of request 1200-1430Z (0800-1030 EST)

Center point - 40 38N 073 46W (JFK Airport) and 38 51N 077 02W (Reagan National Airport)

Radius of search - 50 NM

Frequency searched - 121.5, 243.0, 406.0

The results of those searches are attached as Tab 1 and 2. They show no ELT signal being heard by the satellites during the periods requested.

b. We have pulled the AFRCC incident log detailing the events surrounding the Payne Stewart incidents provided at Tab 3. We never dispatched forces but coordinated with SEADS who handled the intercept and escort.

c. A copy of the Pre 9/11/01 hijack checklist no longer exists. Our standard is to update all our checklists on an annual basis. We have attached the oldest copy we had, dated 12 Jul 02, at Tab 4

d. At the time of the 9/11 events the AFRCC used a Digital Audio Tape (DAT) machine to record all incoming and outgoing telephone calls. The DATs were held for approximately 30 days and then recorded over. During the latter part of 2002, the recording machine began to malfunction and destroy the tapes. The machine has since been replaced and the tapes no longer exist.

e. Mr. Guys Loughridge's phone and email are as follows:

E-mail: guy@tacticalmapping.com

Work Phone: 970-879-1794

Home Phone 9/11 Personal Privacy

2. Please direct any questions or concerns to our POC for this effort, Maj Allan Knox, DSN 574-3980, email allan.knox@langley.af.mil.

//signed//

SCOTT P. MORGAN, Lt Col, USAF
Commander

4 Attachments:
1. NY Operations Plot
2. DC Operations Plot
3. Payne Stewart Incident log
4. Hijack Checklist

IMAGES

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03010610

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Notes:

Job Name: Images

Job ID: D3C5AEE0

RDOD 03010610

/06666 00000/3660/03 294 1711
/950/366S
/TO: AFRCC (MAJOR KNOX)
FM: USMCC
SUBJECT: THE 9/11/01 OPLOTS
FM AFRCC MAJOR KNOX. REQUESTED OPLOT.
COORDINATES - NW = 40 38.0N 073 46.0W
POINT RADIUS OF 050NM
TIME PERIOD - 9/11/01-1200Z-1430Z
FREQUENCY(S) - ALL
FIRST ALERTS - Y
COMPOSITES - Y
RESULT - NEGATIVE
REASON - 9/11-COMMISSION REQUESTED THIS TO BE DONE
FM AFRCC MAJOR KNOX. REQUESTED OPLOT.
/LASSIT
/ENDMSG

Atch 1

FM AFRCC MAJOR KNOX. REQUESTED OPLOT.
COORDINATES - NW = 38 51.0N 077 02.0W
POINT RADIUS OF 50NM
TIME PERIOD - 9/11/01-1200Z-1430Z
FREQUENCY(S) - ALL
FIRST ALERTS - Y
COMPOSITES - Y
RESULT - NEGATIVE
REASON - 9/11-COMMISSION REQUESTED THIS TO BE DONE
BEST REGARDS
USMCC CONTROLLER
TOYA
QQQQ
/LASSIT
/ENDMSG

Atch 2

IMAGES

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Notes:

Job Name: Images

Job ID: D3C5AEE0

RDOD 03010611

Incident Log **Criteria:** Incident 99I06607

25OCT1999 1400Z **BURGERLE**

FM JAX ARTCC (Rallon??) N47BA (LR35) departed Orlando Intl at 1309Z enroute to Dallas Love cleared to FL390 but climbed through altitude to FL430+ no radio contact. Position presently 50 E Tallahassee. Requested intercept by Oakgrove (SEADS) F-15'S. Mode "c" was reported to vary. ARTCC was advised to call direct.

25OCT1999 1430Z **BURGERLE**

AS per Landings.com Aircraft registered to McMillen Aircraft Dover, DL

25OCT1999 1608Z **BURGERLE**

TO AIRCRAFT SERVICES INTERNATIONAL (Steve Smart) 407 851-3304---Sanford, FL is home base. Aircraft departed Sanford to Orlando International picked up two passengers: Bruce Borland and Payne Stewart. Flight plan to go to Dallas then Houston. Total of three passengers and two Crew. Others names unknown.

25OCT1999 1609Z **BURGERLE**

Aircraft Services International cont. Aircraft belongs to Sun Jet Charter Sanford, FL 407 328-8440

25OCT1999 1612Z **BURGERLE**

FM SEADS (COL CORBETT) DSN 523-5781 2345. Aircraft is at FL 470, departed with four hours fuel, presently over S. Dakota.

25OCT1999 1612Z **BURGERLE**

FM SEADS (COL CORBETT DSN 523 -5781 2345) aircraft is over S. Dakota--departed with 4 hours of fuel, FL 470

25OCT1999 1631Z **BURGERLE**

TO MSP ARTCC (CX) N47BA is 60-70 SE of Sioux City heading NW at FL 48.3 with two F-16's (Tulsa 12 and Tulsa 13 following).

25OCT1999 1632Z **EVANSJL**

TO ACC PA(SMSgt SIMS) BRF HER ON THE SITUATION. STATED THAT WE SHOULD BE GETTING INCREASED MEDIA INTEREST DUE TO THE FACT THAT PAYNE STEWART IS ON BOARD. THE LAST COORDS THAT WE HAVE PUT THE ACFT JUST EAST OF MEMPHIS, TN AT FLT LEVEL 430. WILL KEEP HER POSTED.

25OCT1999 1638Z **EVANSJL**

TO ACC/XO(LTC WEIGAND) BRF THE SITUATION AT HAND. STATED THAT THE LATEST INFO HAS THE ACFT 60-70 SE OF SOUIX CITY, IA AT FLT LVL 483 WITH TWO F-16s MONITORING THE SITUATION. PASSED THAT WE ARE MOST LIKELY LOOKING AT A SEARCH FOR A DOWNED ACFT DUE TO THE FACT THAT THERE IS NO MOVEMENT ON BOARD THAT ACFT.

25OCT1999 1640Z **BURGERLE**

Atch 3

FM Western ADS McChord AFB (Sgt King) DSN 984-4311 Two NODAK F-16's enroute from Fargo proceeding to join up. Estimated location of fuel exhaustion 43 45 00/100 00 00 or Aberdeen VOR 208/124.

25OCT1999 1652Z **BURGERLE**

TO SD DEM 605 773-3231 (John Burheim) SD is already aware of the situation. Passed estimated location of fuel exhaustion.

25OCT1999 1708Z **BURGERLE**

TO Western ADS (Sgt King) Question concerning point of fuel exhaustion computation. All wx, fuel, alt, etc were computed by FAA and AF pesonnel. The Aircraft operator was determined to be Sun Jet and a Mr. Bob Wilcox was contacted at Ph # 407 328-8440 and was already aware.

25OCT1999 1714Z **FULLINLD**

FM TRENTON RCC (CAPT HOEY) WANTED TO KNOW IF WE HAVE AN ANTICIPATED TOUCH DOWN AREA FOR THE ACFT AND OFFERED THEIR ASSISTANCE IF WE NEED IT. I TOLD HIM WE WOULD GIVE HIM WHEN THE ACFT GOES DOWN.

25OCT1999 1715Z **LARTZRH**

FM: WADS(MSGT KING)BRIEFED THEY ARE SHOWING THE ACFT IN A SPIRAL COMING THRU THE CLOUDS. THIS PUTS THE ACFT 12 MI SE OF ABERDEEN SD. COOR: 45-20.26N 098-53.56W. WILL KEEP US UPDATED.

25OCT1999 1717Z **FULLINLD**

TO TRENTON RCC (CAPT HOEY) LET HIM KNOW THE ACFT IS SPIRALING DOWN THROUGH THE CLOUDS AND SHOULDNT MAKE IT INTO THEIR AIRSPACE.

25OCT1999 1719Z **LARTZRH**

FM: WADS(MSGT KING)BRIEFED THEY HAVE LOST RADAR WITH THE ACFT AND THE F-16'S ARE CHECKING FOR A POSSIBLE CRASH. COOR'S NOW ARE: 45-20N 098-51W.

TO: MSP CTR...THEY HAVE THE SAME INFO AND ARE NOT IN CONTACT WITH THE F-16'S BUT THE WADS IS.

25OCT1999 1727Z **KHANRH**

FROM: WADS (SGT KING) SAID HE BELIEVES ACFT HAS IMPACTED THE GROUND, HE SAID TWO FARMERS AND SOME HELICOPTERS WERE ON SCENE HAS NO OTHER INFO.

25OCT1999 1729Z **LARTZRH**

TO: WADS(MSGT KING)BRIEFED NO CONTACT WITH THE ACFT AND THIS IS THE LKP THEY HAVE AFTER RADAR LOST ACFT. COOR: 44-54N 098-26W ....NOTHING FURTHER AT THIS TIME.

25OCT1999 1732Z **FULLINLD**

TO SD DEM(RICHARD SMITH) BRF THAT THE ACFT HAS CRASHED NEAR ABERDEEN, SD. THEY ARE AWARE OF IT AND THE HIGHWAY PATROL IS ON THE WAY. THEY WILL KEEP US AWARE AND WE WILL.

25OCT1999 1733Z **KHANRH**

FROM: TRENTON RCC (CAPT HOEY) SAID HE HAD SAR ASSETS AVAILABLE IF WE NEEDED THEM, TOLD HIM IT WAS NOT NECESSARY AS THE ACFT IS ALREADY DOWN, THANKED HIM FOR HIS HELP.

25OCT1999 1739Z **LARTZRH**

FM: WADS(SSGT AIKEN)BRIEFED THEY GOT A POSSIBLE CRASH SITE FROM THE F-16'S THE POSSIBLE SITE WAS LOCATED AT 1714Z. COOR: 45-24N 098-44W.

25OCT1999 1746Z **KHANRH**

TO: SD DEM (??) SAID NAME OF PUBLIC AFFAIRS OFFICERS NAME IS RICHARD SMITH CAN BE REACHED AT SAME NUMBER.

25OCT1999 1750Z **LARTZRH**

FM: WADS(MSGT KING)BRIEFED THERE ARE MULTIPLE CARS AND A HELO ON SCENE. ALSO THE 16'S ARE RETURNING TO BASE.

25OCT1999 1820Z **FULLINLD**

FM SD DEM (RICHARD SMITH 605-773-3231) WANTED TO LET US KNOW THAT THERE WERE NO SURVIVORS FM THE ACFT BUT IT DOESN'T APPEAR THAT ANYONE ELSE WAS INJURED WHEN THE ACFT WENT DOWN. ACFT IMPACTED ABOUT 1720Z IN A FIELD BETWEEN MINA AND WETONKA, SD (ABOUT 16 W ABERDEEN). THE HWY PATROL AND LOCAL LAW ENFORCEMENT IS ON SCENE WITH THE GOVERNOR AND A REPRESENTATIVE FM SD DEM EN ROUTE AND HE WANTED TO LET US KNOW THAT INQUIRIES HAVE BEEN COMING DOWN FM THE WHITE HOUSE. THANKED HIM FOR HIS HELP.

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Loose Pages	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Other	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Notes:

Job Name: Images

Job ID: D3C5AEE0

12 July 2002 OI: 10-7, 10-21

NOTE: A HIJACK IS A FEDERAL CRIME, THEREFORE THE FBI IS RESPONSIBLE FOR THE OVERALL HIJACK SITUATION. HOWEVER, THE AFRCC WILL ASSIST BY COORDINATING THE SEARCH AND/OR RESCUE RESULTING FROM THE HIJACKING. CONTROLLERS SHOULD BE ESPECIALLY CAUTIOUS TO AVOID PUTTING SRUS IN JEOPARDY.

1. RECEIVE INFORMATION AND INITIATE ACFT INCIDENT FORM (AFRCC FORM 3).

A. Complete the following:

(1) Requester name
(2) RCC position # and initials
(3) DTGZ info received (DDHHMMZ MMM YY)
(4) Acft Call sign
(5) Type acft and description
(6) Nature of emergency
(7) Destination/pilot's intentions
(8) DTGZ of ETA (DDHHMMZ MMM YY)
(9) Last known position
(10) DTGZ (DDHHMMZ MMM YY)
(11) POB

B. Write "hijack" in bold red letters diagonally from top left across the form.

C. Find location using SARMaster.

2. BRIEF SHIFT SUPERVISOR, OBTAIN AN INCIDENT NUMBER, AND OPEN AN ELECTRONIC LOG.

3. NOTIFY:

A. NMCC and ACC battle staff, through the ACC command center (4-1555).

B. The AFRCC RC or RCC.

C. ACC public affairs (4-5007/5471).

4. SURVEY SAR UNITS IN THE AREA, BUT DO NOT ALERT THEM UNLESS SEVERITY INDICATES POSSIBLE CRASH; HOWEVER PRE-ALERTING SAR UNITS MAY BE ADVISABLE DEPENDING ON THE SITUATION.

NOTE: FOR EMERGENCY ASSISTANCE/INTERCEPT FOR AIRCRAFT IN DISTRESS SEE CBC 5A.

5. FOR CRASH, OVERDUE, OR RADIO/RADAR CONTACT LOST:

A. Brief shift supervisor.

B. Open mission (see CBCs 04A NTAP.doc and 16 MSN OPN.doc).

C. Update points of contact listed at step 3.

D. Check the flexfile, and notify the appropriate state SAR agency.

6. AFTER ISSUE IS RESOLVED:

A. Brief shift supervisor.

– Atch 4

B. De-alert any pre-alerted SAR units.

C. Notify the point of contact listed at step 3 and the state SAR agency (as applicable).

D. Complete bottom of acft incident log (non-mission cancellation):

(1) Canceled by
(2) DTGZ (DDHHMMZ MMM YY)
(3) Reason for cancellation
(4) Your initials